

## PAVING IS IMPOSSIBLE SAYS FOOTE

Former Mayor of City in Statement Says that Clause Requiring City to Pay for Intersections will Kill the Project.

Ex-mayor J. T. Foote, former "daddy" of Main street paving projects, says that the present plan will fall down on a point of law, owing to a portion of the petition requiring the city to pay for intersection. The following is his statement:

"For the benefit of those who desire to pave Main street I wish to call your attention to the fact that you cannot do so under the petition filed with City Clerk Head unless you take out the last clause of your petition, which reads, 'provided the city council shall bear the expense of improving the intersections.'"

"This clause will kill the entire petition because the city council can not legally comply with its requirements. Considerable discussion has taken place, many taking the stand that the city should bear the expense of intersections, but our paving law does not so state, therefore, it is impossible for the city council to legally pay for these intersections."

"I am very anxious that nothing will prevent this much needed improvement being made, therefore, I take the liberty to thus remind you. I trust the clause will be removed and the actual work started soon."

"J. F. FOOTE."

### Mounted Policemen for Oklahoma.

A suggestion by William M. Tighman of Oklahoma City, that Oklahoma ought to have a mounted police force similar to the Texas Rangers is being considered by a number of legislators.

During the past administration in Oklahoma there have been several occasions for police duty in excess of what could be performed by the local constabulary. The governor has sent out a militia at a great expense and with considerable friction. It is argued that a mounted police force such as that of Pennsylvania and such as New York is considering would accomplish a great deal more in a much better manner than the militia of the state. In this connection the experience of Texas on the Rio Grande River seems to point to the necessity for a large force of Rangers or mounted police in the state.

### One-Third of Cotton Held.

The crop report of the Oklahoma Board of Agriculture for December shows that according to the reports from the correspondents in the various sections but 7 per cent of the cotton crop remains at this time in the hands of the farmers. This is a poor showing for the holding movement. The same authority shows that the farmer still has 25 per cent of his wheat, forty per cent of his oats and 51 per cent of his corn.

On the other hand the report for Bryan county shows that 63 per cent of the cotton is being held, 75 per cent of the corn, forty per cent of oats and ten per cent of wheat.

### ADVERTISEMENT.

### IF MEALS HIT BACK AND STOMACH SOURS

"Pape's Diapiesin" Ends Stomach Misery, Indigestion in Five Minutes.

If what you just ate is souring on your stomach or lies like a lump of lead, refusing to digest, or you belch gas and eructate sour, undigested food, or have a feeling of dizziness, heartburn, fullness, nausea, bad taste in the mouth and stomach headache, you can get blessed relief in five minutes.

Ask your pharmacist to show you the formula plainly printed on these fifty-cent boxes of Pape's Diapiesin, then you will understand why dyspeptic troubles of all kinds must go, and why they relieve sour, out-of-order stomachs or indigestion in five minutes. Pape's Diapiesin is harmless, tastes like candy, though each dose will digest and prepare for assimilation into the blood all the food you eat; besides it makes you go to the table with a healthy appetite, but what will please you most is that you will feel that your stomach and intestines are clean and fresh and you will not need to resort to laxatives or liver pills for biliousness or constipation.

This city will have many Pape's Diapiesin cranks, as some people will call them, but you will be enthusiastic about this splendid stomach preparation too, if you ever take it for indigestion, gases, heartburn, sourness, dyspepsia, or any stomach misery.

Get some now, this minute, and rid yourself of stomach troubles and indigestion in five minutes.

The Quinine That Does Not Affect The Head Because of its tonic and laxative effect. LAXATIVE BROMO QUININE is better than ordinary Quinine and does not cause nervousness nor ringing in head. Remember the full name and look for the signature of R. W. GROVE, 25c.

### ADVERTISEMENT.

## To The People of Oklahoma:

The committee composed of officers representing the different railroads of Oklahoma, had hoped that during the coming legislature that neither their time, nor that of the member of the legislature would be occupied in discussing and considering bills further burdening the railroads.

We note however, from a recent publication of one of our daily newspapers, that some of these measures are to be submitted again.

The railroads have their agricultural representatives in the field, and have shown by operating demonstration trains, and in other ways, that it is their intention to cooperate and assist in utilizing all the interests in the upbuilding of Oklahoma, which we believe to be one of the most resourceful states in the union. What is needed as we view it, is closer co-operation, greater confidence, and more capital to develop.

Expense brought about by arbitrary legislation must be met by retrenchments and enforced economies elsewhere which is not only detrimental to the employees of the railroads, the railroads, the general public, but to the thousands of employees and those dependent upon them, who are engaged in the factories producing supplies and material for which the railroads furnish the market.

There is no way to meet this expense except to increase the price of the only thing the railroad has to sell—transportation.

Among the measures which we are advised will be introduced at the coming session of the legislature are what are known as the "Full Crew" "Car Limit" and "Hospital Bills."

The term "full crew" is a misnomer in that it would lead the public to believe that the railroads are not maintaining sufficient force to properly and safely man their trains.

The railroads now have and always have had, full crews on their trains, that is, a sufficient number of men at all times to properly protect and safely operate them.

The though uppermost in the minds of the officers of the railroads is the safety of the public, its employees and the safe operation of the trains. If the railroads are not credited with being interested from a standpoint of humanity, in fully manning their trains, it must be admitted that they could be from a monetary standpoint, as personal injuries, wrecked equipment, and damaged freight are some of the heaviest items of expense the railroads have to bear. The full crew bill simply seeks to legislate a position for another and wholly unnecessary man and we are sure that if the legislatures were called upon to create the position for the bank cashiers, office clerks, freight handlers, automobile chauffeurs, etc., the request would, and justly so, be

ignored. The full crew bill is identical as to principle.

There are the same number of men on the trains today that there were years ago when the trains were controlled by handbrakes and the engine was controlled by hand brake on the tank and the reverse lever of the engine. No demand was made on the railroads at that time or since for an additional man on the train, although there are conferences among the men and the managers every year or so in regard to the adjustment of matters. The additional man was not needed in those days to aid in the controlling and stopping of trains when they had to be stopped by hand brakes. With the new modern appliances, such as the air brakes, where the engineer merely manipulates a valve in the locomotive cab to control or stop the entire train regardless of the number of cars, why then should an additional man be necessary today?

Further, should an air hose burst or any part of the air line be broken, or in case of any accident that would disconnect the hose, the train is automatically stopped. Therefore as a safety feature, the additional man would be useless, as there is no assistance he could render in the controlling of the train.

Again, the cars of today are equipped with automatic couplers. Years ago the trainmen had to provide their engines and cabooses with pins and links, and practically carry them from one end of the train to another, when they were required to add cars to the trains, and yet, with the improved methods of handling and the modern devices, the number of men per train has not been reduced.

The car limit bill is similar in intent to the full crew bill, in that it seeks to create positions for additional men by reducing the number of cars per train, thereby increasing the number of trains run, and increase the cost of transportation.

To illustrate: Say the car limit were placed at thirty cars per train, which has been suggested in some of the states where the bill has been introduced. There are thirty-five cars of stock at terminal A to be removed to terminal B, a distance of one hundred miles. The railroads would have to run two trains instead of one to move the thirty-five cars, notwithstanding the fact that the locomotive on either of these trains could remove the thirty-five cars, and more, and still make scheduled time with the train. If such a bill were in force, all tractive power units over and above those necessary to haul thirty cars would be destroyed, and could not be utilized in the moving of traffic, which on account of the increased destiny of trains, would during periods of heavy traffic in years of good crops, congest single track railroads, and we would have a repetition of the 1906-1907

### ADVERTISEMENT.

congestion, a condition which a number of the readers will remember.

The price of things the railroads have to buy has steadily increased during the past years while the price of the only thing they have to sell—service—has continued to decrease. Naturally they are the victims of the so-called "High Cost of Living." The cost of the freight equipment and maintenance has in the past fifteen years doubled. Fifteen years ago the price of every freight car was \$419.66. Now it costs \$997.49. The yearly cost of repairs and renewals fifteen years ago was \$31.67 for each year. It is now \$70.96. This is due to the increased cost of labor and material. Fifteen years ago the average locomotive cost 15 thousand dollars, and now they cost on an average of 25 thousand dollars each, and the cost of repairs and renewals has increased from four cents to ten cents per mile run, and during this time wages have increased over twenty per cent.

This is a matter that should be left entirely to the railroads and to their employees. It has been proved beyond a doubt at the last two sessions of the legislature that the majority of the employees do not want the change in the present organization.

This committee has information that warrants the statement that over 90 per cent of the railway employees in the state are not in favor of legislation that will add additional burdens to the carriers.

The full crew bill alone would cost the railroads of Oklahoma alone 400 thousand dollars a year. 400 thousand dollars would be six per cent on practically 7 million dollars, divided at 25 thousand dollars per mile would build 280 miles of railroad, or a line every year across the state of Oklahoma.

The properties represented by this committee paid to the state of Oklahoma for the year 1913 \$3,300, 729.92 in taxes. There are approximately two million investors, large and small, who hold 95 per cent of the railroads securities. Most of the investors are in moderate circumstances and have been investing their savings from time to time with a view of laying up a competency for old age. We ask and solicit for the persons holding securities of the Oklahoma railroads, only that which any other citizen or industry could reasonably expect or be entitled to—JUSTICE.

The committee will be glad to answer any questions that may arise in the minds of the general public, or their representatives in the legislature, with reference to these subjects.

### PLEASE THINK IT OVER

Respectfully submitted,  
T. H. BEACON, Chairman.

### Odd Bits of News.

Sellingsgrove, Pa.—A hog owned by Mason Hanover became enraged because a cow ate some of its feed and killed the cow.

Udall, Kan.—H. C. Hall, a farmer, unearthed a petrified human skull on his farm near here the other day. Experts say it is more than 10 thousand years old.

Panama City, Fla.—A printer discovered a chunk of ambergris in the bay here the other day. It weighed nine pounds and six ounces and sold for 7 thousand dollars.

Hyde Park, Okla.—William Rupert caught a magpie in Cimarron, N. M., and made a pet of it. He moved here bringing the bird with him. It escaped and flew back to its old home in New Mexico, a distance of more than 1 thousand miles making the trip in less than three days.

Hutchinson, Kan.—A mouse short circuited the electric light wires in this city a few days ago and for four hours the town was without light or power.

Copake, N. W.—Mrs. William Bonner awoke and saw a horse standing in the snow near the freight depot. An hour later the horse was still standing there so she called up Constable Reynolds. He left his warm bed, walked three miles and started to lead the horse away when he discovered it was a wooden horse and consigned to a local harness dealer.

Kenosha, Wis.—This city has adopted the pay as you go system and in the future will pay cash for everything it buys and will demand the same discounts that would be allowed to any private firm or corporation.

Chicago, Ill.—Billy Sunday insists that before he begins his evangelizing

meetings in this city that he must be assured that a 250 thousand dollar stock company will be organized and incorporated to finance his religious meetings.

Spokane, Wash.—Emery O. Edwards of Colville, Wash., died in New York recently. Only after his death was it learned that he was in New York in regard to the settlement of an estate valued at hundreds of millions of dollars, to which he was the sole heir.

Fort Totten, N. Y.—A mosquito bite may result in blindness to Sergeant David Levine of the 114th Coast Artillery. The bite resulted in blood poison and surgeons fear he will lose the sight of one eye.

Los Angeles, Cal.—Aaron Melsenheimer, 92 years old, is accused by his wife of being infatuated with an other woman.

Mt. Pleasant, Mich.—Mrs. Warren Johnson, 82 years old, is probably the oldest newspaper reporter in the country. She has been reporting for forty years and still writes good stories.

### Twelve things to Do This Month.

1. Get over your fields during the winter rains and see if your soil is staying at home. If it isn't try some persuasion in the form of broad, cultivated terraces, with clover sown next fall.

2. Look to the barnyard and if it is a sea of mud put it to rights.

3. Watch the growing calves and see to it that they are not stunted for the lack of food and shelter.

4. Visit your school and learn whether or not there is plenty of fuel and a good water supply; use this opportunity to get better acquainted with the teacher.

5. Get your boy interested in

the corn and pig clubs and your girl interested in the canning clubs.

6. Look into the subscription for your favorite farm papers, your local papers, and a few good magazines. Remember that the man who reads is the man who leads.

7. Examine the cotton that you are holding and see to it that it is perfectly dry and is not rotting.

8. Begin getting prices on commercial fertilizer and arrange with your neighbors to cooperate in buying in carload lots.

9. See to it that your farm implements that are not in use are all in shelter.

10. Tackle the stumps every opportunity you have. Remember the stumpy fields and good farming do not go together.

11. Keep your eye on the wood pile and see to it that mother always has plenty of good dry material on hand.

12. Make a king road drag and try dragging that piece of muddy road that has been giving you so much trouble; you will be surprised how much good it will do.—Progressive Farmer, Dallas, Texas.

### Julius Rosenwald Indicted.

Julius Rosenwald, multi-millionaire, president of the Sears, Roebuck & Co., a Chicago Mail Order House, was indicted by a special grand jury investigating tax frauds, for the failure to file a schedule of his personal property valued at approximately 25 million dollars. Mr. Rosenwald admitted the charge which he says is not criminal and in a statement criticizing the tax laws of the state, he said he acted upon the advice of his attorney.

### Piles Cured in 6 to 14 Days

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## COULD SCARCELY WALK ABOUT

And For Three Summers Mrs. Vincent Was Unable to Attend to Any of Her Housework.

Pleasant Hill, N. C.—"I suffered for three summers," writes Mrs. Walter Vincent, of this town, "and the third and last time, was my worst."

I had dreadful nervous headaches and prostration, and was scarcely able to walk about. Could not do any of my housework.

I also had dreadful pains in my back and sides and when one of those weak, stabling spells would come on me, I would have to give up and lie down, until it wore off.

I was certainly in a dreadful state of health, when I finally decided to try Cardui, the woman's tonic, and I firmly

believe I would have died if I hadn't taken it.

After I began taking Cardui, I was greatly helped, and all three bottles relieved me entirely.

I fattened up, and grew so much stronger in three months, I felt like another person altogether."

Cardui is purely vegetable and gentile-acting. Its ingredients have a mild, tonic effect, on the womanly constitution.

Cardui makes for increased strength, improves the appetite, tones up the nervous system, and helps to make pale, sallow cheeks, fresh and rosy.

Cardui has helped more than a million weak women, during the past 50 years. It will surely do for you, what it has done for them. Try Cardui today.

Write for Chattanooga Medicine Co., Ladies' Advisory Dept., Chattanooga, Tenn., for full directions on your case and 60-page book, "Treatment for Women," sent in plain wrapper.

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